## Maryland Historical Trust Determination of Eligibility Form

Property Name: Frederick & Pennsylvania Line Railroad Culvert	Inventory Number: F-3-248
Acuress: Northeast of Frederick, South of Route 26	Historic District: Yes X No
City: Frederick Zip Code: 21701	County: Frederick
USGS Quadrangle(s): Frederick	
Property Owner: MTA Ta	x Account ID Number:
Tax Map Parcel Number(s):	Tax Map Number:
Project: Frederick Rail Culvert Evaluation	Agency: MTA
Agency Prepared By: AECOM, Inc.	
Preparer's Name: Alan Tabachnick	Date Prepared: 04/16/2009
Documentation Is Presented In: Frederick Railroad Culvert Technical Me	morandum (AECOM 2009)
Preparer's Eligibility Recommendation: Eligibility Recommen	nded X Fligibility Not Recommended
Criteria: A B C D Considerations: A	D
ABOUTO SECURIO SECURIO SECURIO	
Complete if the property is a contributing or non-contributing i	esource to a NA district/property.
Name of the District/Property: Eligible:	Yes Listed: Yes
15	Date:
Site Visit by MHT Staff: Yes No Name:	Date.
Description of the Resource The railroad culvert is constructed primarily of roughly laid ashlar stone, with elevation arch reconstructed in brownstone. The western arch is partially concurred to rough stone construction. The opening of the culvert is approximately eight feet wide. The ground slopes from west to east beneath the railroad bed, an elevation of the culvert on the west side is approximately ten feet from the tothe top of the arch, while on the east side it is approximately 18 feet. The resting upon the arch is approximately 8 to 10' deep. The railroad carries a surface. The width of the railroad bed at the base is approximately 50 feet, support the single track.  The Frederick Railroad Culvert does not appear to be individually eligible for National Register of Historic Places (NR) as it does not possess outstanding engineering features, and has suffered severe deterioration which has reduced the culvert is a typical example of nineteenth century stone culvert design of random ashlar stone, which has been repaired at least once during the late	ollapsed and is feet high by four and thus the base of the culvert railroad bed single track on the sloping upwards to  r listing on the g architectural or ced its integrity. constructed of
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility Recommended: Eligibility Not Recomme	
Criteria: A B C D Considerations: A	B _ C _ D _ E _ F _ G
MHT Comments: The Frederick & Pennsylvania Line Railroad (also know Secondary) was determined not eligible for listing in the F-3-237.  Reviewer, Office of Preservation Services  Reviewer, National Register Program	

## NR-ELIGIBILITY REVIEW FORM

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## Frederick & Pennsylvania Line Railroad Culvert

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reinforcing brownstone facing on one of the arches. The culvert does not possess any outstanding engineering features. The portion of the railroad adjacent to the culvert retains integrity, with railroad berm, ties, and tracks in place. The railroad is intact south of the culvert down into Frederick, but to the north it has been impacted by the construction of Route 26. The railroad then continues northward, north of Route 26. The culvert may be considered a contributing element to the Frederick Division of the Pennsylvania Railroad, as the company took control of the line only a few years after its completion. The eligibility of the rail line as a linear resource can not be evaluated at this time since only a small portion of the line has been surveyed, adjacent to the culvert. The portion of the rail line north of the culvert has lost integrity due to modern road construction, while the portion south of the culvert retains integrity. Historically, this line played an important role in the development of freight and passenger travel from Frederick to points north from the 1870s through the mid 20th century.

Eligibility R	ecomr	nended:	-		Eligibility Not Reco	mmend	ed: _					
Criteria:	Α	В	С	D	Considerations:	Α	В	С	D	E	F	G
				s determine	ed not eligible for listing i	n the Na	tional R	egister c	n 01/10/	2008. S	See MIH	P No
Review	ver, Off	F-3-237.		s determine		n the Na	itional R	egister c	on 01/10/ Date		See MIF	P No

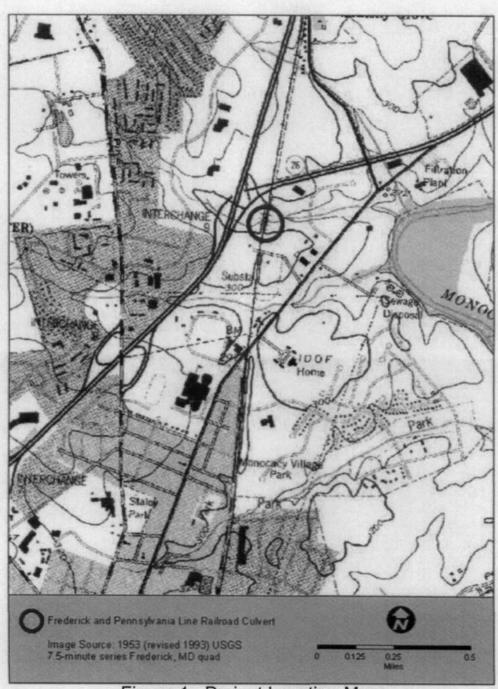


Figure 1. Project Location Map



Photograph 1: View Looking North across the Top of Culvert 67.18



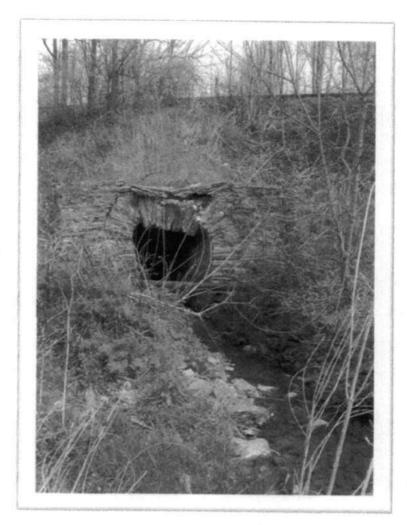
Photograph 2: View Looking South across the Top of Culvert 67.18



Photograph 3: View Showing the West Elevation of Culvert 67.18



Photograph 4: View of North End or Side of the West Elevation of Culvert 67.18



Photograph 5: Vertical View of West Elevation of Culvert 67.18



Photograph 6: East Elevation of Culvert 67.18



Photograph 7: Vertical View of the East Elevation of Culvert 67.18



Figure 8: Close-up View Showing Failed Arch on the West Elevation of Culvert 67.18



Figure 9: Close-up View Showing Repaired Arch on the East Elevation of Culvert 67.18



Figure 10: View of Relay Cabinet and Battery Box for Former Crossing (now removed) of MD Route 26/Liberty Pike immediately North of Culvert 67.18 on the South Side of MD Route 26